

Public EV charging stations, and particularly high-powered DC fast charging stations designed for highway corridors and for heavier-duty EVs like buses and trucks, face a distinct set of hurdles imposed by the current regulatory system and traditional, demand-based electricity rates.

Most prominent among barriers to deploying commercial EV charging are demand charges, which are electricity rates set by public utilities on their customers, including EV charging station owners, based on the maximum amount of power, kW, drawn for any given time interval, typically 15 minutes, during the billing period, multiplied by the relevant tariff demand charge.

Demand charges are designed to capture the marginal costs imposed on the grid by high-capacity, high-utilization infrastructure such as factories. However, when traditional demand charges are levied upon high-capacity, low-utilization infrastructure such as EV charging stations, they can place a disproportionate cost burden on the station owners.

The high-powered, fast-charging stations our Nation needs to serve the EV driving public, public and private fleet vehicle operators, and the trucking industry have different load profiles than most commercial entities, with periods of dormancy punctuated by spikes in activity. And unlike most commercial operations, their demand profile is driven by real-time customer activity. So it is difficult for these stations to optimize their load profiles.

The burden of demand charges varies by State and by region and can fail to accurately reflect the marginal costs imposed on the system by EV charging stations. For example, in the Colorado PUC Electric Vehicle Working Group Report published in 2019, the Colorado Public Utilities Commission found that demand charges result in the annual cost to operate a direct current fast charging, DCFC, station in one Colorado utility territory being 35 times higher than the cost in a neighboring service territory. The problem will only worsen for the still higher-demand and lower-utilization application of EV truck charging.

Demand charges, if not reformed, may also introduce new issues of inequity as America electrifies transportation. For example, homeowners are able to charge an electric vehicle on very affordable residential utility rates, which currently average \$1.16 per gasoline gallon equivalent according to the Department of Energy. But those who live in multiunit housing and rent their abode, a population that is disproportionately low-income and minority, often cannot charge an EV at home. They will charge their EVs at public charging stations, and those public charging stations must pay much higher commercial utility rates, including commercial demand charges, which make up as much as 90 percent of public charging station's utility bills according to RMI.

In recent years, some States and utilities have recognized this inequity and taken steps to reform their utility rates, to reduce and reform commercial demand charges and to adopt rates designed for low-load or electric vehicle charging infrastructure. These utilities and regulators should be commended for their forward-leaning approach to a complicated issue. Utilities in Colorado have begun to do this, as have utilities in quite a few other States.

Section 40431 requires only those States and utilities which have not already done so to take up the issue of how demand charge rates affect EV charging in order to encourage new private-sector investment in EV charging stations.

These States and utilities are allowed 2 years to consider the establishment of new rates that A, promote affordable and equitable EV charging options; B, facilitate deployment of faster charging technology that improves the customer experience; C, accelerate third-party investment in EV charging infrastructure; and D, appropriately recover marginal costs.

Our intention is to ensure that alternatives to traditional, demand-based electricity rates are made available to EV charging station owners with appropriate oversight by State public utility commissions. To remove any doubt, section 40431 does not empower, encourage, or allow State public utility commissions to regulate the prices that third-party owned EV charging stations charge their customers for EV charging services. Those prices are set in a competitive marketplace that benefits consumers, and this legislation does not affect that marketplace.

Section 40431 should prompt forward-looking change at the State and utility level which appropriately reflects and accommodates the real differences in geographies, electricity markets, and business environments which exist between and within States and utility territories. It ensures that attention will be paid to this problem nationwide, but also that each State and utility can decide how to address the problem its own way. Ultimately, it should lead to new rate designs that enable the private sector to make economically sustainable investments in the high-powered charging stations that will help drivers, fleet operators, and truckers go electric, while more appropriately reflecting the actual marginal costs added to the grid by EV charging stations.

#### ADDITIONAL STATEMENTS

##### REMEMBERING PATRICK J. SOLANO

• Mr. CASEY. Mr. President, today I wish to honor the distinguished life and career of Patrick J. Solano, who passed away on January 23, 2021. I am proud to remember Pat, a resident of Pittston Township, PA, decorated

World War II veteran and lifelong public servant. Pat will be remembered at an annual golf tournament in Luzerne County on August 6.

In 1942, Pat was drafted by the U.S. Army Air Corps after he graduated from Pittston Township High School. During his military career, he served as a flight engineer on 23 combat missions with the Eighth United States Air Force Heavy Bombardment Group, aboard the B-17 Flying Fortress. For his service during World War II, he was awarded the Group Presidential Citation, the Air Force Medal with two oakleaf clusters, and the Europe Combat Theater Medal with two Bronze Stars.

Pat's service to our country did not end with World War II, as he came home and embarked on a lifetime of public service at both the local and State level in Pennsylvania. He was recognized as a trusted political adviser for almost 50 years and served in the administrations of nine Governors of both political parties. His service to the Commonwealth of Pennsylvania crossed party lines, and he became known as a voice of reason and a unifying force in Harrisburg.

He served in the Pennsylvania Department of Environmental Regulation, later known as the department of environmental protection. Later, he was appointed the acting secretary for the department of conservation and natural resources when it was first created in 1995. Pat helped to shape the future of the department and its mission to conserve and sustain Pennsylvania's natural resources for present and future generations.

My thoughts and prayers are with Pat's wife, Marie; his children, Mary Pat, Cathy, Anita, Rita, Liz, and Anne; his 11 grandchildren and 3 great-grandchildren; and his countless friends.●

##### REMEMBERING ALLEN THOMAS NOBLE

• Mr. CRAPO. Mr. President, along with my colleagues Senator JIM RISCH, Representative MIKE SIMPSON, and Representative RUSS FULCHER, I honor Allen Thomas Noble, a stalwart of the city of Boise and a great Idahoan.

Allen Noble was a visionary, who loved our country. He was a native Idahoan, born in Idaho Falls. He graduated from Kuna High School and started out in farming in the Happy Valley of Idaho. Allen married Vera May Shulz, of Kuna, and they had five children: Susan, Linda, June, David, and Mark. As his obituary reads, "He loved farm equipment and in 1958 bought an interest in Nampa International Harvester and moved his family to Nampa." Allen's deep love for farming was evident in his agricultural advancements, including his development of "high lift pumping" that advanced farm irrigation capabilities in the Dry Lake area and later near Glens Ferry. In 1965, Allen married Billie Dee Jolley Johnson and added

four more children to the family: Linda Sue, Cindee Lou, Kate, and Rusty. He later expanded into John Deere dealerships, as Campbell Tractor Co., and extended his appreciation for aviation into agricultural spraying and Idaho Helicopters, Inc.'s firefighting and air medical operations. His helicopter operations have served as the primary life flight service in the Pacific Northwest, saving countless lives. This service has been instrumental in serving Idaho's backcountry and moving patients quickly from accidents to medical care.

In addition to his success and advancements in agriculture, Allen gave generously of his time, talents, and resources to many organizations and efforts in the community. He was a long-time supporter of Boise State football, and he contributed for decades to the Boise State athletic department. This included backing the expansion of Albertsons Stadium and helping to establish the Allen Noble Hall of Fame Gallery, named in his honor. He served on the Bronco Athletic Association Board of Directors and earned the Bronze Bronco Award. He also served on the board of directors for the Idaho First National Bank. Additionally, he was an initial outside investor in Micron Technology and served on its board of directors, playing a key role in the start and growth of the company.

Allen's light shined brightly over the 92 years we were blessed to have him as part of our world. He has been fittingly described as a great man who had an innovative mind, a passion for progress, and a pioneering spirit with the drive and determination to accomplish anything he put his mind to. He was also warmhearted and giving, and his encouragement and support touched many lives over the years.

He is remembered as a loyal friend who was open and generous with his life. We offer our heartfelt condolences to his many friends and loved ones, including his siblings, children, grandchildren, and great-grandchildren. Multiple lifetimes may not have been long enough for all Allen Noble had in mind and was so capable of accomplishing, but he certainly made his time on earth count—putting strong foundations under his ideas and steadfastly helping others.●

#### REMEMBERING FRED C. ADAMS

● Mr. LEE. Mr. President, through the summer and fall, in the growing town of Cedar City, UT, hundreds of people will fill the seats of the Engelstad Shakespeare Theater, modeled after the Globe, to enjoy a showing of *Pericles, Prince of Tyre* by William Shakespeare. Families will cry and cheer, gasp and giggle as they enjoy a Utah tradition: the annual Utah Shakespeare Festival.

Each year, for the last six decades, families from around the world have flocked to the campus of Southern

Utah University to enjoy productions of the Bard's best works. Founded in 1961, the Utah Shakespeare Festival is a prime example of how private initiative can catalyze growth and unite community. Nobody embodies this story more vividly than Fred C. Adams, the festival's founder.

As a young man, Fred made acting look easy. Not only did he develop a passion for the world of theater, he also demonstrated a knack for stagecraft. Over time, his talent and passion developed from a hobby into a career.

Years before the Utah Shakespeare Festival put on its first show, Fred served his country from the Pentagon. During the Korean war, he was in charge of entertainment and morale. Having grown up acting, he dedicated himself to the work of production and performance, bringing joy and brilliance to those who served with him.

After his service during the Korean war, Fred returned to his home in southern Utah in 1961. At that time, hundreds of thousands of tourists visited each summer to see the area's national parks by day, but by night, there was little to do. It was around that same time that a new freeway exit was planned along I-15, Utah's primary interstate highway, right in the heart of Cedar City. Excited by the prospect of growth, Fred saw an opportunity.

One day, while he and his girlfriend Barbara, who later became his wife, were in the Fluffy Bundle Laundromat, daydreaming while waiting for their laundry to dry, the two thought up an idea. Both Fred and Barbara were passionate about theater, and Fred even taught theater classes at the local College of Southern Utah. "Why not start a Shakespearean festival in Cedar City?" they thought. With a bit of funding and the help of friends, the idea seemed like it could become a reality. Eager to learn more about how such a festival might come to be, Fred left the laundromat, packed up his bags, and headed to Ashland, OR, where the Oregon Shakespeare Festival takes place each year.

When Fred got to Oregon, he was befriended by Angus Bowmer, the founder of the Oregon Shakespearean Festival. After a few days of observation there, Fred returned to Cedar City and then set out with Barbara, Barbara's mother Louise, and two theater students to visit theaters in Canada and Connecticut. On the road, the Utah Shakespeare Festival was born.

Fred eagerly approached the Cedar City Council and the Chamber of Commerce to tell them about his plan to attract people to Cedar City. Their reaction was dismal. Fred once recounted: "the idea went over like a pregnant pole vaulter . . . they thought it was a dumb idea, really dumb." Despite the lack of enthusiasm, however, the local Lions Club agreed to underwrite his plan with \$1,000 after he told them the festival expected to recover all of the money in ticket sales. Hope-

ful and excited about the first season of the Utah Shakespeare Festival, Fred set out to show just how significant the economic impact of the festival could be on Cedar City.

To demonstrate the reach of the festival, Fred went out and got hundreds of silver dollars upon which he painted a red line. The stage was set. Each time someone paid for a ticket at the festival and needed change, the ticket counter would give them a painted silver dollar. Little by little, the dollars began to enter circulation and people in the city wondered where the painted coins were from. Just 3 weeks after Fred began painting coins, he attended a chamber of commerce meeting in Cedar City. In the meeting, he was asked if he knew anything about the silver dollars with a red line on them. He laughed and responded, "that is the economic impact of the Shakespeare Festival in Cedar City!"

That first season of the festival saw productions of "The Taming of the Shrew," "Hamlet," and "The Merchant of Venice," performed by a small company of Fred's students, friends, and neighbors. Over 3,000 people attended the shows during the 2-week-long season. After paying off their debts, the festival had also raised an impressive \$2,000 to help put on a second season the following year.

Since that first year, the Utah Shakespeare Festival has grown to serve more than 110,000 patrons, who view nearly 300 plays each year in three theaters over a 16-week season. The festival has become a year-round operation with over 30 full-time employees and a budget of over \$7 million. Fred's work catalyzed tremendous growth.

The festival has received many national awards, including the 2011 Emmy Award for its production of "A Midsummer Night's Dream," the 2001 National Governors Association Award for Distinguished Service in the Arts, and most notably the Tony Award for Outstanding Regional Theatre in 2000. Fred's work united the community to accomplish something truly remarkable.

After 44 years as executive producer, Fred retired from an active role with the festival but, despite his retirement, could never fully step away. Not a day went by that he wasn't seen at the festival either directing shows, acting on-stage, raising funds, or pulling weeds in the Shakespeare statue garden. Fred loved his work and those he worked with dearly, cherishing them all his life.

In February of last year, after a 22-year battle with cancer, Fred was reunited with his late wife Barbara. Together, he and Barbara had dreamed up the Utah Shakespeare Festival and made their dream a reality. Surely, he and Barbara are now working hard to put on heavenly productions with the help of angels.

Fred's life story is a testament to how personal initiative can catalyze